

In view of the foregoing problems, an object of the present invention is to provide a pneumatic tire having a tread pattern in which occurrence of uneven wear as seen in a conventional lug-type tread pattern can be prevented without causing degradation in the various characteristics of the tire.

5 To solve the above-described problem, the present inventor carried out extensive research of a lug-type tread pattern and finally found that the above-mentioned object can be achieved by disposing a narrow shallow groove in the central region of the tread portion in its width direction for connecting the main lug grooves located in the opposing tread shoulder regions, and by forming a shallow groove portion 10 in the shoulder end region of the main lug groove. The present invention has been accomplished based on this novel finding.

That is, according to the present invention, there is provided a pneumatic tire having a tread pattern in which main lug grooves are disposed in the opposing tread shoulder regions at a predetermined pitch in the circumferential direction of the tire, the 15 main lug grooves being so arranged as to provide circumferential phase difference between the opposing regions. In the pneumatic tire, a narrow shallow groove is disposed in the central region of the tread portion in its width direction for connecting the main lug grooves located in the opposing tread shoulder regions, and a shallow groove portion is formed in the shoulder end region inside the main lug groove.

20 In the construction of the present invention, it is preferable that the groove depth of the narrow shallow groove be set in a range of 15 to 30% of the groove depth of the main lug groove, that the region in which the narrow shallow groove is arranged be set in a range of 20 to 40% of the tread width, and that the groove width of the narrow shallow groove be set in a range of 35 to 100% of the groove width of the main 25 lug groove. Moreover, it is preferable that the groove depth of the shallow groove portion inside the main lug groove be set in a range of 50 to 80% of the groove depth of the main lug groove, and that the region in which the shallow groove portion is formed